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Hongkong, 1st June, 1907. [a1017]

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a1019

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the EDITOR, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATHS.

On December 26th, 1907, at her residence, 13, Rua de António da Silva, the beloved mother of JOSÉ SILVA and brothers of Hongkong, VICTOR S. CAIRESO E SILVA, aged 90 years.—Lisbon, Manila and Shanghai papers please copy.

On December 22nd, at Sha-gan, HILLEN WINFIELD OLSEN, the wife of Joh. A. Olson, aged 24 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FENNET STREET, F.C.

The Daily Press.

MONDAY, DECEMBER 30TH, 1907.

IN glancing through the first number of Mr. JOHN MURRAY's new monthly, *The International*, a "review of the world's progress," contributed mainly by writers of the socialist, idealist, reformer class, we were arrested by references to China. There is a short notice of the constitutional movement in China. It notes the various Edicts issued that seem to promise representative government, and believes in the promise. The "abolition of all Manchu feudal privileges" on Sept. 27th did not persuade us that "the Manchu dynasty had itself taken the initiative in restoring equality of rights." We were sufficiently prejudiced to suppose that the initiative was very much like what DAMOCLES might have shown if he had nervously decided to change his seat at the banquet of DIODORUS Senior. Nor were we minded to attach the same importance to the provincial revolts, which we have previously attributed more to empty stomachs than to overcharged intellects. Still, we would be the last to deny that there have been, and still are, evidences of political ferment throughout the Empire, but the anonymous correspondent of *The*

*International* himself gives the clue to the explanation, in his reference to the radically disposed students returning from abroad. This class "shows the same enthusiasm as it did in Europe at the great crises of the last century." To be sure it does. It always will. It is the perennial, the eternal source of that divine or devilish discontent that saves the world from stagnation. Youth and its young heart, its desire for something better, born of its fresh and startled perception of the flies in the amber of life, of the spots on the sun of society, is eternal, universal. One generation after another loses youth, it is true, but the dreams, the "long, long thoughts," abide, and return resilient to the problems of existence. Even in China, where it has been strongly repressed by the CANDIDE-like conviction that the Middle Kingdom was blessed with the best of all possible communal systems, it has always been there, only we (foreigners) have not had such opportunities of recognising it as elsewhere. It will always be there, and everywhere else, even if all the reformers of the present generation were to be allowed their own way. There are, however, other things, tending to conservatism and equisise, that PHENIX-like persist. One shall be mentioned after a quotation or two. The article so far quoted concludes:

"It follows from the nature of the existing constitution of China (which is governed by mandarins, often of the poorest extraction; selected by graduated examinations) that these students, the future rulers of the country, will possess the greatest influence on public opinion and the majority; therefore their adhesion to the constitutional movement assures its ultimate victory."

It is to be noted that China has now no hereditary aristocracy, her or anisation being, indeed, essentially democratic; her ruler-loving, relatively well-to-do peasants and townsmen, interested, by the possession of property, in a good administration of the State, will prove themselves conscientious electors to the proposed parliament and form an excellent basis for a constitutional régime.

Those passages were apparently the text for the other article, by the editor, Dr. RODOLPHE BRODA, whose knowledge of China must have been got in a library. That is not a sneer, please. We admire and sympathise with his point of view, especially the neatness with which he insinuates that "it were presumptuous on the part of us Westerners to take it for granted that every departure China may make from established principles must mean progress." My Westerners are just so presumptuous; who at the same time are driven to frenzy by the belief that reformers elsewhere, whom they denounce as fadists and dreamers, regard all change as necessarily progress. GILBERT was inexact in saying that every Briton is born a little Liberal or a little Conservative. We have shown that youth will have its day, its recurrent days. To it the sunrise will always be a novelty; always its "discovery" of both hemispheres of life's rotundity provides it with the sensation of Cozumel; always it will yell "Eureka," and try to set the Thames on fire. The Utopians are merely folk whose brains have grown more slowly than their bodies; the lastest reformer is the most intellectually youthful. Writing for older heads, we can do no more than remind ourselves that it is possible to take them too seriously. Before we undertake to review "the world's progress," let us feel sure that it is progressing.

The French Mail of the 26 November was delivered in London on the 24 inst.

The Postmaster-General notifies that on and after January 1st direct money orders may be obtained, payable in Sarawak.

On Monday afternoon His Excellency the Governor and Lady Lingard visited the Nethersole, Ho Min Ling and Alice Memorial Maternity Hospitals.

The Gazette通知 that the Police Magistrates Department excluded from the operation of the Public Holidays' Ordinance, 1876 on Thursday, January 2nd.

The name of G. D. R. Black, Doctor of Medicine of the University of Toronto, has been added to the register of medical and surgical practitioners qualified to practise in this Colony.

His Excellency the Governor has been pleased to appoint the Rev. F. T. Johnson to be a chaplain of prisons; and Mr. E. Ralph, senior assistant master, to be normal master of Queen's College with effect from January 1st.

A Glasgow correspondent says that the Clyde shipyard and engineering trades have decided to combine for defensive purposes in the event of the masters agreeing on reduction in wages. The decision carries with it the important determination that if one trade should be singled out the whole of the other branches will come to the assistance of the attacked trade, and bring about a complete stoppage. Three Scotch steel works have been laid idle for want of orders.

I. L. Rocha, an interpreter in the Sanitary Board, was presented by Chief Detective Inspector Hanson at the Police Court on Saturday for accepting bribes amounting to about \$8. It was the duty of the defendant to see to the linewashing of houses, and the allegation that he had been accepting small bribes from owners or tenants of houses he inspected came to the knowledge of the department. Inquiries were then instituted and a number of people who are alleged to have given bribes furnished information which led to the defendant's arrest. He pleaded not guilty, and Mr. Gomperts remanded the case until Friday, fixing bail at \$150.

## LATEST STEAMER MOVEMENTS:

The N.Y.K. str. *Kago Maru* (American Line) left Shanghai for this port on the 26th inst., and is expected here to-day.

The N.Y.K. str. *Kapitan Maru* (American Line) left Shanghai for this port on the 24th inst., and is expected here to-day.

The I.G.M. str. *Prinz Sigismund* which left here on the 6th inst., arrived at Sydney on Thursday, the 26th inst.

The Boston str. *Tremont* sailed from Yokohama for the Pacific Coast on the 24th inst.

## THE KAISER AND SHIPPING:

The following telegram, dated Highcliffe, was received by the President of the Society of Shipbuilders in annual conference at Berlin:

To His Royal Highness the Grand Duke Oldenburg, Technical High School, Charlottenburg—*I beg your Royal Highness to accept my sincere thanks for the telegram just received, at the same time, I beg your Royal Highness to inform the Society of Shipbuilders how greatly pleased I am at the award of a gold medal in which I see an honourable recognition of my interest and my efforts in the region of the technique of shipbuilding. In this connection I cannot but declare that I see in the society which stands under the direction of your Royal Highness a powerful lever for the promotion of ship and engine building, and that I have often felt grateful for the stimulus which I have received at the sittings of the society. All the more, I regret not to be able to present this time—With my Imperial greeting to the Society of Shipbuilders, I am, your Royal Highness's*

WILHELM R. I.

## TELEGRAMS.

## [REUTER'S SERVICE.]

## PERSIA.

LONDON, December 26th.—Reuter's agency in Teheran wires that the people are not reassured by the declaration recently issued by the Shah promising to observe the Constitution. They are wishing for a practical fulfilment of the Shah's promises. Only a few shops are open, armed parties are re-assembling and random firing is taking place.

## BANK FAILURE IN THE UNITED STATES.

LONDON, December 26th.—The Memphis Savings Bank has closed, Deposits \$2,000,000.

## THE AMERICAN BATTLESHIP CRUISE.

LONDON, December 26th.—Washington reports the resignation of Rear Admiral Brownson, Chief of the Bureau of Navigation. The resignation is commented on in connection with the recent criticisms on the efficiency of the fleet.

## PORTUGAL.

LONDON, December 26th.—A Lisbon decree fixes 5th April as the date for the Parliamentary elections.

## ANTI-MILITARISM IN FRANCE.

LONDON, December 26th.—The anti-militarist Herve has been sentenced to a year's imprisonment and a fine of 3,000 francs, for libelling and insulting the army and the navy; and M. Merle, the manager of the *Guerre Sociale* together with M. Almereda, a member of the staff, have been sentenced to 5 years' imprisonment and a fine of 3,000 francs.

## CHARITABLE BEQUEST.

LONDON, December 26th.—The Baronesse Adolph de Rothschild bequeathed £400,000 to charities, in which Jewish institutions in Paris benefit to a large extent.

## RAILWAY EMPLOYMENT.

LONDON, December 26th.—The Midland Railway announces the establishment of a six day week for their employes with an extra payment for Sunday duty.

## PERSIA, GREAT BRITAIN AND CHINA.

LONDON, December 27th.—The Times correspondent in St. Petersburg says that the leading journals unanimously approve of the Anglo-Russian pacificatory mission in Persia, and record with satisfaction the ensuing improvement of relations between the Shah and Meiji. A hope is expressed that a durable understanding will be reached.

## THE COLLIER'S STRIKE AT PORT SAID.

LONDON, December 27th.—Lloyd's Agent at Port Said wires that in consequence of the strike the harbour is blocked with colliers, and colliers arriving after the 26th instant are obliged to anchor off the port. A conference between the coal merchants and the strikers has proved abortive, the latter insisting on an increase of 5d. per ton of coal landed or shipped. Nearly 100,000 tons are awaiting discharge.

## ROYAL BETHROTHAL.

LONDON, December 27th.—Princess Beatrice, daughter of the Duke of Edinburgh is betrothed to Prince Alfonso of Bourbon.

## CANADA AND JAPAN.

LONDON, December 27th.—Ottawa reports that the Consul General has left for Tokyo. It is believed that he has been recalled in connection with the Immigration question.

## THOUGHTS ON BUSINESS.

Everything must give way to the "rush job." The loss of time, energy, temper, and money that a "rush job" causes is often greater than any one realises. And the work is often put through its course at such a rate that proper attention cannot be given to it.

Why is it a "rush job"? More often than not it is because some one has fallen asleep at the switch until the train is bearing down upon him, and then, half awake, is tugging furiously at the lever to throw the switch in time. It is true that he can point to the train coming and demand immediate help and get it for no one likes to see a wreck. But it would have been better to have awakened a little sooner.

"Whenever I see a 'rush job' I cannot help wondering how long it has lain idle in some pigeon-hole waiting for the spirit to move.

There are, of course, instances where a "rush job" is not the result of neglect, but is a matter of importance that cannot be delayed. The Government printers once put through a book of three hundred pages in fourteen hours—a report needed at a meeting of Parliament.

To handle such a job satisfactorily is a splendid achievement, worthy of the energy and enthusiasm and executive ability it requires. Some men fairly revel in such work. But working to make up time that has been carelessly lost is a different story.

## LOCAL SPORT.

## CRICKET.

CIVIL SERVICE v. M. DILENGUE. Played at Happy Valley on Saturday, this match ended in a win for the Civil Service by 42 runs. Scores and analyses are:

Civil Service	First Innings	9
F. A. Biden, b Barton, b Sharpe	63	
H. E. Phillips, b Clegg, b Thompson	3	
H. T. Jackson, b Barton	17	
P. R. Adams, c Miles, b Barton	9	
E. W. Dawson, c Clegg, b Thompson	2	
A. Pile, b Barton	4	
L. E. Brett, not out	4	
G. Hoggarth, Harford, b Barton	3	
L. Bacon, b Barton	10	
Extras	12	
Total	Middlesex	112
Major Stephenson, b Witchell	1	
Capt. Thompson, c and b Brett	30	
D. Roberts, b Brett	2	
Serge Harford, b Brett	1	
Pte. Barton, c Pile, b Witchell	15	
Cpl. Sharpe, b Brett	6	
Licut. Macdonald, c Phillips, b Brett	9	
Pte. Glegg, run out	9	
Pte. Miles, not out	9	
Lt. Heather, c Lambie, b Brett	4	
Extras	2	
Total	Middlesex	79
BOWLING ANALYSIS.	CIVIL SERVICE.	79
Sharpe	6	30
Barton	16.3	20
Clegg	4	23
Capt. Thompson	5	29
Witchell	11	23
Brett	10.3	25

## FOOTBALL.

H.M.S. "KI ALFRED" v. ROYAL ARTILLERY. Notwithstanding the unfavourable condition of ground and weather on Saturday, an excellent match was witnessed between these teams, and the sailors thoroughly deserved their win. The players were:

"King Alfred": Witham, Aldridge and Gale; Cameron and Coquhoun; Evans, Steele, Fleming, Hart and Campbell.

Royal Artillery: Owen; Evans and Hughes; Weaver, Kerrick and Waters; Chapman, Nash, Macfarlane, Bellis and Hamilton.

Play was fast from the beginning both teams defending and attacking alternately and playing well together. On each side backs and keepers were staunch, and although there were several attempts at goal the first half closed without score.

In the first part of the second half both nets were again well defended, and it appeared as though the match would conclude without score. In the final stages, however, the combined attack of the sailor forwards twice demoralised the soldiers' defence, and twice Fleming was successful in netting.

Final: "King Alfred," 2 goals; Royal Artillery, 0.

## PEDESTRIANISM.

The walking competition promoted by the Lanciano Football Club was held yesterday morning over a course about ten miles in length. At the starting point, Bresoy Point, 40 starters were despatched 38 of whom ended up at the winning post in front of the Italian Convent gate. The pedestrians started at 2½ seconds after nine o'clock and the first man home was Mr. J. A. S. Alves, who reached the Convent at 2½ seconds after eleven, having negotiated the distance in 1 hour 39 minutes. Mr. F. M. Graca Ozorio was second, finishing at seven seconds after eleven, while half a second later Mr. A. M. Neves passed the winning post, thus securing a good third position.

In the team competition the four men captained by Mr. J. A. S. Alves were the winners, Alves, as previously stated, being the first man in. A Remedies was ninth past the post, J. Castro eleventh and J. Graca 36th.

## HONGKONG CORINTHIAN YACHT CLUB.

The handicap race of the H.K.C.Y.C. yesterday for a cup presented by Mr. Withers over a course from the Club House

## EVOLUTION OF HONGKONG.

[Written for the Hongkong Daily Press.]  
(Continued from last Monday)

XIV.

It is no intention of ours to write a history of the colony, so we shall pass over Sir Geo. Bonham's term, merely remarking that as an old colonial administrator he endeavoured to restore its financial equilibrium, and introduced many reforms; with China he had little to do. One object of his was, however, to encourage the Chinese settlers to become true residents. With this object and acting on colonial precedent he granted British register and British flags to old residents of standing irrespective of former nationality. Under his immediate successor, Sir John Bowring, widely known as a philosophic radical and as such committed to a thorough peace policy, this action formed the basis of the second Chinese War.

A new Viceroy and Imperial Commissioner had been sent to Canton, an self-opinionated and as ignorant as Lin who brought on the first war with England. His name was Yeh Ming-hue, and his particular duty was to "exterminate" the Taiping rebels, then at the summit of their power in the Kwang provinces. Much of the fighting took place on the mainland immediately opposite Hongkong, Kowlung having been several times taken and retaken by one or other, and the rebels, who in concert with the coast pirates had managed to collect a fleet, even attempted to make the harbour their battle ground. Sir John Bowring's orders were to preserve a strict neutrality, a rôle perfectly in accord with his own predilections as a former president of the Peace Society; and this naturally did not please either side, and more especially Yeh, whose heart was bent on placing the Foreigner in his proper position as a humble servitor.

When therefore Sir John Bowring hinted to him, that he might be of use in freeing Canton from the presence of the rebels just then preparing to assault the city, Yeh did not condescend to notice the communication. This did not prevent him subsequently, when the Taiping fleet was blockading the Canton river, and had defeated Yeh's ships, from crying out for help. Sir John Bowring, not desiring to see Canton destroyed, and the trade of the port temporarily at least ruined, concerted measures with the Admiral, and a British fleet was sent up; the Taiping leaders not caring to face a new enemy retired, and Yeh, finding himself free, became once more as intractable as ever.

With his limited knowledge he could not understand how a man who wrote his surname in advance of his personal appellation, and wore a pigtail could be other than a Chinese subject. His own government had seized a lora from Chinese pirates on the coast; had condemned and sold her. A Chinese resident of Hongkong, and a Crown Lessee of the Colony, had bought her in the open market, taken her to Hongkong, applied for a British register, and in due time applied for a regular order obtained it. The vessel was in due course employed in coasting and there was no complaint against her. She was commanded by an English Captain, though her crew as a majority was Chinese.

Happening to go to Canton in the regular course of trade in October 1856, without reference to the British Consul who happened to be Sir Harry, then Mr. Parkes, by the Viceroy's orders the crew were seized and taken in chains into the city, on the charge that they were "in collusion" with barbarians. Parkes sent in a request requiring their surrender for trial in his Consular Court, which by treaty he was authorised to demand, and this was refused. The facts have never been disputed on either side. The matter was of the greatest importance to Hongkong, as the yielding of the point before the threats of Yeh would have been equivalent to handing over the Colony to the tender mercies of the Viceroy of the Two Kwangs for the time being. It had been the persistent aim of the Canton government ever since the cession of Hongkong to isolate the colony, and prevent the access of Chinese traders. Kiying, an able diplomatist who knew his own mind and took in the situation, had persuaded Sir Henry Pottinger to accept a clause in the Supplementary Treaty skillfully designed for this special purpose, and for many years the colony for all purposes of trade was a practical nullity. Circumstances beyond the control of either the Chinese Government or the successive governors of Hongkong were bringing about the resuscitation of the colony; and it was to thwart these that Viceroy Yeh made his last attempt to restore the dependency of British trade and British traders on the local authorities of Canton. Yeh, however, was a bungler beside his predecessor Kiying, and failed as miserably as his protégé Lin.

Two days after the outrage Sir John Bowring demanded the surrender of the crew and an apology; Yeh, thinking this a joke took no notice, then a junk was seized with like result; then Sir John threatened war, when the men were quietly sent back. Sir John had other old scores to settle, so Sir Michael Seymour, the Admiral on the station, stepped in, and shelled his Yeh removed out of reach. Then a few forts were knocked about, but Yeh's officers had told him they could secure the city against all the force the Admiral could bring, and Admiral Seymour finding this the case contented himself with blocking the river till reinforcements should arrive. Naturally the mob and Yeh, considered this a victory, and burnt down the factories, and expelled the foreign residents, and here the advantage of Hongkong came in.

But Yeh in his ignorant and uncivilised way did a great deal more: the English, he knew, were but a small people in numbers, though formidable when permitted to act together; he would destroy them in detail. Accordingly great posters appeared exhorting the populace against these nefarious English, and offering rewards for their capture, or their heads, it was one and the same. The principal bakery in

Hongkong was included in the scheme, and a grand plan concocted of poisoning the entire community in a batch: it was but partially successful, as no one died at once, but several felt the effects for years afterwards. Yeh was a past master in these arts; he had tried them on with the Taipings within his jurisdiction and established for a time a reign of terror, without much effect it is true, for the rebels after they had destroyed everything that fell into their hands went north to repeat their ravages in the unbroken lands of Kiangnan and the Hukwang.

When the news of these things arrived in England it was received in various ways. Sensible men saw that it was time these barbarities should be put an end to once and for all; amongst these was Lord Palmerston, at the time prime minister, who at once without waiting for Parliament made preparations for sending out reinforcements to the fleet, as well as a land army. He appointed too a plenipotentiary, seeing that things were not going on well at Hongkong and that a change was advisable. Unluckily his choice fell on a mere dilettante, Lord Elgin. Lord Elgin left England in April 1857, and on his way had the opportunity of doing the one thing for doing which his memory will long be blessed. A vessel despatched in haste to intercept him from India, where a serious mutiny had broken out, succeeded in finding him. Lord Elgin, thinking that under the circumstances China could wait, ordered the troops on the way to proceed instantly to India: they arrived in the nick of time to save our army in India from destruction, and lent valuable aid in suppressing the Mutiny.

Meanwhile reinforcements had arrived for the navy in China, and a sort of a skirmishing war went on about Canton, which had a good effect in showing the fire-eaters amongst the defenders how little they could do, and so far prepared the way for the coming war.

(To be continued next Monday.)

## MISCELLANEOUS JAPANESE EXPORTS.

## MATERIAL ADVANCE.

The export of sundry goods, many of which are included under the general though incorrect term "curios," has been showing a remarkable increase of late. During the last ten years the export of these goods has trebled in value; that is, it has increased from 30 to 90 million yen. During the same interval the total amount of exports has increased from 163 to 423 million yen, showing an increment of 250 per cent. The percentage of the export of miscellaneous goods as against other goods has advanced from 18.1 to 21.3, while that of the latter has proportionately fallen off from 81.9 to 78.7. The export of this class of goods has for some years formed an important item in Japan's export trade, and the business is making steady progress, as will be seen from the following table:—

## CURIOS.

	TOTAL EXPORTS FEE CANT.
1857. . . . .	Y16,155,000 Y29,455,000 18.1
1858. . . . .	165,753,000 31,075,000 18.8
1859. . . . .	214,929,000 32,488,000 15.2
1860. . . . .	204,360,000 37,288,000 18.3
1861. . . . .	261,319,000 41,712,000 16.7
1862. . . . .	258,303,000 43,312,000 16.8
1863. . . . .	289,502,000 48,175,000 16.7
1864. . . . .	319,260,000 57,948,000 18.2
1865. . . . .	321,533,000 66,653,000 20.8
1866. . . . .	423,754,000 89,896,000 21.3

Classifying last year's exports, it will be seen that raw silk, coal, copper, rice, cutlery, seaweed, vegetable-wax, and other natural products roughly represent a value of 200 million yen; while the manufactured and partly-manufactured goods, or those subjected to certain processes before being exported, which include cotton yarn, cotton fabrics, habutai, kaki, tea and camphor, are responsible for 100 million yen, the remaining 100 millions being taken up by miscellaneous goods.

The *Toyo Keizai*, writing with reference to this subject, points out that the peculiar economic system of the country and the cheap labour available are largely instrumental in bringing about the present progress of the curio trade. It is a peculiar feature of the economic system in the Japanese urban and rural districts that men and women can afford, besides their regular occupation, to devote their spare time to some subsidiary work or other. And this peculiar opportunity is fully taken advantage of by the people in the cities as well as in the villages, with the result that the country has now developed a strong army of manual workers who, by their contribution towards productive work either permanently or temporarily, have been largely instrumental in bringing about the present prosperity of the curio trade. A cheap and plentiful supply of labour is thus always available in all kinds of manual work. The development of the raw silk industry, in successful competition with French and Italian rivals, and that of the cotton yarn and cotton fabric trade, may in a large measure be attributed to this cause. The appended list will show the extent to which the export of some classes of miscellaneous goods has advanced during the last ten years:—

1907. 1906.

Matches . . . . .	Y5,641,992 Y10,915,905
Household furniture . . . . .	92,737 Y95,507
Umbrellas . . . . .	627,57 Y785,413
Toys . . . . .	245,565 Y106,151
Brushes . . . . .	245,203 Y193,718
Clocks . . . . .	84,753 Y83,575
Wearing apparel . . . . .	949,12 Y667,182
Toilet goods . . . . .	— 494,041
Trunks . . . . .	544,715
Bamboo wares . . . . .	355,677 Y1,072,924
Glass wares . . . . .	248,009 Y2,673,132
Cotton goods . . . . .	1,095,457 Y3,484,555
Sundry goods . . . . .	1,810,355 Y8,429,474

As shown above, the value of household furniture, clocks, wearing apparel, and glass exported has made a ten-fold increase during the decade under review, while toys, brushes, and other goods show a 3 to 5-fold increase. In the case of brushes the materials are imported from America, and after manufacture they are again exported to New York, paying a heavy duty there, and even to London. Most of the materials for clocks and furniture are also imported from abroad. The reason that Japan is succeeding in the export of these goods is largely due to the cheapness of her labour. And as the peculiar system of manual work amongst the Japanese is founded on a very secure basis, our contemporary thinks that not only will it be strengthened by the spread of productive works on a larger and systematic scale, but it will become more and more extended and materially help the growth of the export trade in the future. Much, however, must depend on a continuance of present conditions, and we doubt if these are as stable as our contemporaries appear to believe.—*Japan Chronicle*.

Relying to Captain Collins (Australia's representative), Mr. McArthur said he had no

## THE ROYAL COMMISSION ON SHIPPING RINGS.

## LEADING TIN COMPANY COMPLAINS OF HIGH RATES.

The Royal Commission on Shipping Rings resumed its sitting on November 12th, the Rt. Hon. A. Cohen, K.C., presiding.

Mr. Charles McArthur, managing director of the Straits Trading Company, Limited, of Singapore, gave evidence as to the effect of shipping rings on the tin trade of the Federated Malay States and the Straits Settlements. Witness attended as the representative of both the miners and the company. He stated that of the 58,000 tons of tin exported yearly from the Straits Settlements the Straits Trading Company contributed about 41,000 tons, which was about one-half of the world's supply of tin. The Straits Trading Company's business was the purchase and dressing of tin ore in the tin-producing countries of the East. They smelted the ore in their works at Singapore and Penang, and sold the metal to merchants in Singapore were accordingly able at times to beat homeward freights. They were further able to prevent any combination among shipowners to raise freights by chartering steamers on their own account, and this was constantly done by certain houses, including his firm. The arrangement comes in 1897 provided for a payment of 5 per cent. commission to these houses on all cargo shipped from the Straits for division among themselves, in return for which they agreed to forgo their chartering business and to give up shipping by sailing vessels, with the attendant pro rata. This was done as a secret rebate by those who did not share in it. It was, however, well known and was the outcome of a bargain. It was shared among firms representing 60 per cent. of the trade, who had always been able to secure better freights than the smaller shippers. There was further a 10 per cent. rebate allowed to all shippers so long as they supported the conference, payment of which was reduced 5 per cent. at the end of six months, 5 per cent. at the end of 12 months, provided shipments had been confined to conference steamer during these periods. It was alleged that an open freight market in Singapore always meant cheap freights, not exceeding 25s. per ton of 50 cwt. of tin, and therefore attracted to Singapore the produce of the Dutch East Indies, and further it was alleged that the effect of the conference was to prevent produce from coming to Singapore. A conference to Europe existed from Java and the Dutch East Indies, and he believed the rates of freights of the two conferences, Dutch and Straits, were almost identical. Any comparison between freights from the Straits before the establishment of the conference with those now in force must take into account the options that were now obtained and the rates allowed. Before the conference steamers loaded for certain ports only; now conference steamers took cargo for shipment to almost any continental port, transhipment taking place at Marseilles or Antwerp, sometimes rights for all countries outside Germany the Wallende shipbuilders have secured. On the Seebah, formerly a first-class German torpedo-boat, they have been demonstrating the power of Dr. Schlich's gyroscopic apparatus in preventing the rolling of ships. The effects obtained were striking in the extreme. When the gyroscopic was out of action, a roll of 30 deg. was observed, but this was reduced to 2 deg., when the apparatus was allowed to exert its full force. Rolling was, in fact, practically eliminated, and quite comfortable progress was rendered possible in a torpedo-boat in the North Sea. Of the German Ocean, by the way most people stand in a certain amount of dread. Americans, for instance, have for the most part little or no fear of the Atlantic, but they always render the worst from the shallow waters and short seas which they traverse in order to reach Norway.

Witness, continuing, said the miners complained that any freight charge in excess of 10s. was an unfair tax on the industry. At the rate paid since July, 1898 (25s. to 32s. 6d. per ton), from £43,000 to £65,000 per annum had been improperly diverted in this way from the development of the industry. He did not consider it unreasonable that shipowners should combine to prevent undue competition among themselves for cargo at unremunerative rates. The Ring, however, went much further than that. By the abuse of their power they fixed the rates of freight for tin, without relation to services rendered, but solely with regard to their ideas of what the tin industry could be made to contribute.

Mr. McArthur proceeded to review the course of freight rates on tin. Up to the end of 1896 the rates, he said, were regulated entirely by the laws of supply and demand. The rates to London had then fluctuated between 5s. and 11s. per ton of 20 cwt. Anything over 5s. a ton was paid only during occasional periods of temporary scarcity of tonnage, and he thought he was well within the mark in saying that at least 75 per cent. of the tin shipped to London had paid only 5s. per ton. This applied to Singapore shipments only. The Penang rate was nearly 2s. 6d. more. The record of freights subsequently enacted clearly proved, he thought, that the Shipping Ring had abused its powers over shippers, and unduly taxed the tin industry.

The Ring, said Mr. McArthur, began its operations in January, 1897, by establishing the rate for tin to London at 10s. From February to November, 1897, the rate was 15s. per ton, and in December 20s. The rate afterwards rose to 32s. 6d., and was reduced from this figure to 25s. in February, 1907, which is the rate now current. The reduction in February last was a concession granted after strong representations had been made to the Ring by the Straits trading Company through the principal shippers from the Straits, but the present rate was still much higher than was fair to the trade.

For the Conference, it was claimed, said witness, that they had established a better, more frequent, and more regular supply of tonnage and gave the shipper the privilege of shipping to practically any port in the United Kingdom, Continent or America. But it was reasonable to expect that during the past ten years shipping facilities should have increased as had facilities in other industries. Shipowners had only moved with the times. Even admitting that Conference conditions had brought about the improvements claimed he was of the opinion that they were exuding far more in return than the increased facilities were worth.

On the current rates of the Ring, continued witness, the shipowner worked for the American consumer, for 16s. to 16s. 6d. per ton, while he exacted 23s. 6d. to 26s. from the British consumer. The inference was that 16s. per ton, the return on Boston tin, was a profitable rate of freight and confirmed the main contention of the miners.

In reply to the chairman, witness said that the Conference had frequently to call a "out-thrust" competition, which could not have lasted, and any comparison should go back to an earlier period. He quoted figures tending to show that the trade of the colony had increased rather than decreased since the establishment of the conference. While it was not apparent that that trade was leaving the port, there was no doubt that alarm was felt at the increasing tendency for direct communication. When the day must come when the difference between the rates of freight and the cost of production is so great as to be ready to sink the burden of freight, it is difficult to say whether the miners were exceeding the proper limit. Let them contrast this with the production from the Federated Malay States, which, as compared with 1897, had steadily diminished in spite of higher prices. Dearer labour, deeper and more expensive mining, high freights outward on mining machinery, etc., excessive freights homeward on refined oil, all contributed to minimise the return on an industry faced with the maximum of risks. It was not disputed that many rich mines would pay, even at present prices, but on the other hand there were many poorer mines where the cost of production was relatively higher, and with the ordinary fluctuations in the tin market the day must come when the difference between a reasonable and an excessive rate of freight would determine life or death of these mines.

In reply to the chairman, witness said that all the steamers loading at Singapore belong to one conference or other, whether they proceeded to Europe or America and they all quoted the same rates to all European ports. The Miners' Association at the Straits, to which almost all the mines were party, wanted a rate not exceeding 10s. The rate made no difference to his own company because they sold on the spot.

Before the Conference came into force there was an understanding with shipowners that the rate should be carried at 8s. a ton, being required for bullion. The Conference, he said, had been agreed to by the miners, and he had no objection to the Conference system, but he did not think that the miners were entitled to a rebate.

Answering Sir David Barbour, who represented India on the Royal Commission, witness said that it would be impossible for persons interested in tin to charter ships on their own account, and that it was the rebate system which enabled the Ring to enforce excessive rates.

In reply to Sir John Macdonell, witness said the price of tin had fluctuated greatly during the last 20 years. It had advanced to the extent of between 30 and 40 per cent., but his complaint was that in the same period the rebate had been advanced by nearly 300 per cent. It was quite likely, though he was not a shipper, that the Singapore Chamber of Commerce had expressed a view in favour of the Conference system, and that they considered the result had been more frequent sailings and more regular tonnage than better facilities.

Sir Alfred Watson said the Board of Trade returns showed that the import of tin into this country had increased by something like 200,000 cwt. It was quite likely, said witness.

Replies to Captain Collins (Australia's representative), Mr. McArthur said he had no

objection to the Conference system, but did object to the deferred rebates. He thought some arrangement might be made such as he understood was in force in Calcutta, where the shippers met the merchants to fix rates of freight.

The Commission adjourned.

The Royal Commission on Shipping Rings sat again on 26th November at Winchester, St. James's Square, W. The Chairman, Mr. A. Cohen, K.C., presiding.

Mr. W. H. Shofford stated that he was a managing director of Messrs. Paterson, Simons, and Co. (Limited) of London

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THE Company's Steamship “BINGO MARU,” having arrived from the above Ports, Consignees of Cargoes are hereby informed that their Goods with the exception of pine cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 3rd Jan., 1908 will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 6th Jan., 1908 or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA. Hongkong, 28th December, 1907. 2039

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REFERRING to the NOTICE of 20th September last, Senders of Telegrams are hereby advised that, from the 1st January next, charges for Telegrams will (subject to revision after three months) be collected at the rate of THIRTY-EIGHT CENTS to equal ONE FRANC.

J. M. BECK, Superintendent. Hongkong, 27th December, 1907. 2028

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H. HUELOW FRI. KE., Acting Superintendent. Hongkong, 27th December, 1907. 2025

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

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A HOUSE in CLIFTON GARDENS, Conduit Road.

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GODOWNS in PEAKY EAST, BLUE BUILDINGS and No. 168, Des Voeux Road next to the HONGKONG HOTEL.

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Dates of Performance:  
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Plans of Seats now on View at above address.  
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Apply to—YEE SANG FAT & CO., Same Address. Hongkong, 7th October, 1907. 1627

## TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, beside kitchen, pantry, bathroom, servants' rooms etc. Very moderate rent. Immediate possession.

The abv premises can also be rented separately as offices or for residential purposes.

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## INTIMATIONS

S. MOUTRIE & CO., LTD.

NEW SEASON'S MODELS

JUST ARRIVED

BABY GRANDS

AND

COTTAGE PIANOS

BY

BLUTHNER, RUD. IBACH,  
RACHELS, PLEYEL,  
CHAPPELL AND  
ROSENKRANZ &c.

INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chester Road.

Hongkong, 13th November, 1907. 1882

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length ..... 732 feet.  
Length on Blocks ..... 714 "  
Width of Entrance on Top ..... 964 "  
Width of Entrance on Bottom ..... 884 "  
Water on Blocks at Spring Tide 34 "

DOCK No. 1.  
Extreme Length ..... 523 feet.  
Length on Blocks ..... 518 "  
Width of Entrance on Top ..... 88 "  
Width of Entrance on Bottom ..... 77 "  
Water on Blocks at Spring Tide 61 "

DOCK No. 2.  
Extreme Length ..... 571 feet.  
Length on Blocks ..... 580 "  
Width of Entrance on Top ..... 68 "  
Width of Entrance on Bottom ..... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000  
Tons.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is  
always kept on hand.

THE COMPANY has the powerful steamer  
"OURA-MAEU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. 799

## SHIPPING IN PORT.

## STAMMERS.

ALESSA, German str., 2,450. Ernst, 3rd Dec.  
Portland Or., and Moji 18th Dec. Flour  
Foland & Asiatic Steamship Co.

CHARLTON, British str., 2,592. W. G. Thomas,  
27th December—Barry 5th Nov., Coal—  
Naval Store Officer.

CHONGSHING, British str., 1,256. F. Wheeler,  
20th December—Tientsin, Clefoo, Wei-  
hai-wei and Shanghai 17th December,  
General—Jardine, Matheson & Co.

CHILDAB, Norwegian str., 1,102. A. Angelsen,  
22nd Dec.—Bangkok 1st Nov., via Swatow  
21st, General—Nippon Yusen Kaisha.

CHUNSHANG, British str., 1,417. Mayrak, 20th  
December—Keraten 14th December, Coal—  
Jardine, Matheson & Co.

DAGY, Norwegian str., 882. O. Abrahamsen,  
22nd Dec.—Haiphong 18th Dec., Rice  
—Asgard, Thoresen & Co.

DEVAWONGSE, German str., 998. T. V. Bruhn,  
24th December—Bangkok Dec. 12th, via  
Swatow 23rd, Rice, Salt and Wood—  
Butterfield & Swire.

EMPEROR OF INDIA, British str., 3,032. E.  
Boethum, 16th Dec.—Vancouver 26th Nov.,  
and Shanghai 13th Dec., Mails & General  
—C. P. R. Co.

FAUSANG, British str., 1,410. H. S. Malkin,  
13th Dec.—Shanghai Dec. 8th, via Swatow  
12th, General—Jardine, Matheson & Co.

FOOKSANG, British str., 1,987. T. Mitchell, 27th  
December—Singapore 17th Dec., General  
—Jardine, Matheson & Co.

FOOSHUNG, British str., 1,423. Arthur, 21st  
December—Wuhu & Chinkiang 17th Dec.,  
General—Jardine, Matheson & Co.

GANGER, British str., 2,721. S. A. Page, 22nd  
December—Barry Dock 31st Oct., Coal—  
Admiralty.

GLENESK, British str., 2,274. Rafferty, 30th  
Nov.—Salina Cruz 16th Sept., General—  
China Commercial Co.

HANGSHANG, British str., 1,356. S. Wild, 26th  
Dec.—Shanghai and Swatow 25th Dec.,  
General—Jardine, Matheson & Co.

HIMSANG, British str., 1,536. A. G. Smith, 7th  
December—Chescoo 1st December, General  
—Jardine, Matheson & Co.

HIN KONG, Chinese str., 1,282. John, 25th  
Dec.—Chescoo 20th Dec., General—Chinese  
KANGHOU, British str., 1,217. Meathrel, 25th  
Dec.—Chinkiang 21st Dec., General—  
Butterfield & Swire.

KELD, Norwegian str., 910. Helbro, 28th Dec.,  
Pulauan 12th Dec., Coal—Asgard,  
Thoresen & Co.

KUEICHOW, British str., 1,915. Hooker, 22nd  
December—Wuhu & Chinkiang 18th Dec.,  
Rice—Butterfield & Swire.

MANILA, German str., 1,181. J. Minzen, 14th  
December—Sydney 19th Nov., and Manila  
11th Dec., General—Meethrel & Co.

MABIE, German str., 1,189. P. E. Christiansen,  
24th Dec.—Salina, Cruz and Mexico 16th  
Nov., Ballast—China Commercial S. S. Co.

NICOMEDIA, German str., 4,384. P. Wagmann,  
24th December—Portland Or., 9th Nov.,  
and Moji 18th Dec., General—Portland &  
Asiatic Steamship Co.

PAKLAT, German str., 1,018. J. Wenzel, 26th  
December—Swatow 25th Dec., General—  
Butterfield & Swire.

PHRANANG, German str., 1,021. Fr. Bücking,  
19th December—Bangkok 5th Dec., Rice  
—Butterfield & Swire.

RAGNAE, Norwegian str., 1,220. H. G. Nielsen,  
19th December—Walsoon and Japan  
13th Dec., Coal—Walson & Co.

SHANTUNG, British str., 1,002. C. Gowrich,  
25th Dec.—Bangkok 13th December, Rice  
—General—Butterfield & Swire.

SWANLEY, British str., 2,908. W. E. Steele,  
26th December—Chingwato 20th Dec.,  
Gibb, Livingston & Co.

TAYTUAN, British str., 1,458. L. Dawson, 27th  
Dec.—Sydney Dec. 3rd, and Manila 24th  
General—Butterfield & Swire.

TEAN, British str., 1,346. Outerbridge, 27th  
December—Manila 24th Dec., General—  
Butterfield & Swire.

THINTAU, German str., 1,002. Kooh, 23rd Dec.—  
Bangkok via Hoitow 18th Dec., General—  
Butterfield & Swire.

ULV, Norwegian str., 885. J. Pedersen, 17th  
December—Haiphong 14th Dec., Rice—  
Asgard, Thoresen & Co.

WOODWICH, British str., 1,345. A. Stoker, 13th  
November—Moji 8th November, Coal—  
Dowdall & Co.

YOCHEEN, British str., 1,306. E. Northcombe,  
25th December—Shanghai 22nd December,  
General—Butterfield & Swire.

SAILING VESSELS.  
Ecuadore, British 4-masted bark, 2,968 L. D.  
Vance, 24th August—New York 1st May,  
Case Oil—Standard Oil Co.

## SCIENTIFIC MISCELLANY.

PIROTECHNIC METALLURGY—USING OLD  
RUBBER—TELEPHONE WASTE—BREAD-  
MAKING RESEARCH—LAND MADE GOOD  
BY ITS PEAT—DURABLE POLES—ELEC-  
TRICAL BLACK-BALMING—AIR-CULMING  
OF WAVES—THE ROPE AS A PUMP.

The curious phenomena of alloys are only  
beginning to be known. Seeking an alloy that  
would give an iron interior with a bronze veneer  
thing that proves to be not at all impossible  
or impracticable—C. Vickers, a British metallurgist,  
made a series of experiments in the  
course of which iron was melted in a crucible  
and alloyed with aluminum. It was desired to  
learn the effect of adding a small percentage  
of zinc. A two-inch bit was cautiously tossed  
upon the molten mass, when, after a few seconds,  
a series of muffled explosions ensued, and the  
mixture in the crucible was shot upward toward  
the roof of the shop, giving a beautiful pyro-  
technic display, the iron producing stars, and  
the zinc yielding dazzling blue lights, while  
flakes of molten metal glowed between.

This continued until the crucible was emptied.  
In manufacture, caoutchouc is mixed with  
sulphur, or vulcanized, and with various mineral  
substances and organic fibers. Worm oil rubber  
has been worked over for some uses for many  
years, but no way of completely purifying it has  
been known, and it has lacked strength and  
elasticity. The improved process lately an-  
nounced by W. E. Reid depends upon A.  
Tixier's discovery that vulcanized rubber is  
completely soluble in terpineol. The old rubber  
is digested with terpineol at moderate heat,  
benzene is added, the clear solution is poured  
away from the insoluble impurities, the liquid  
is distilled, and the residue is treated with  
alcohol and acetone. The recovered caoutchouc  
is much like the natural, is very viscous and  
capable of vulcanization, and has increased  
resistance to chemical action.

The telephone, apparently so extremely  
sensitive is tested by Henry Abraham to transmit  
to the ear less than a thousandth of the energy  
received from the line.

In the production and control of a pure food  
supply by thoroughly scientific methods, the  
Germans are disposed to keep their lead. The  
new Government institute for milling research,  
supplementing the two institutes for research  
in the sugar and fermentation industries, is  
equipped with an experimental granary, a  
wheat and rye mill and a bakery together with  
administrative offices and laboratories; the  
machinery and apparatus being of the most  
advanced kind, all driven by electricity. The  
mill has two distinct plants, each milling two  
tons of grain in ten hours. The purpose of the  
institute is to carry out practical research and  
scientific investigation on grain during storing,  
milling, working up and baking; to experiment  
with the baking of home and imported grain;  
to conduct research work for the Government  
and to carry out official and private analyses of  
grain, flour, fodder stuffs, etc. Every effort  
will be made to investigate thoroughly the  
numerous problems of milling and baking.

In the work of reclaiming the 25,000 acres in  
the great peat bogs of Königsberg and Mar-  
klandmoor in the Leer district, East Friesland,  
the land will be drained by a network of 25  
miles of canals, and a station for generating  
electricity will be established at the junction of  
the main canal with the high road from Leer to  
Wittmund. Current from this station will be  
distributed over an acre thirty miles in diameter.  
The peat will serve as fuel, the plows and other  
machinery used in fitting the land for cultivation  
being driven by power from the bog products,  
which will also give light and power  
to many surrounding towns.

A factory at the Grosselmerode, Germany,  
manufactures a patented telegraph pole glass  
intertwined with strong wire. This pole is  
especially adapted for use in hot climates, and  
successfully resists the attacks of weather and  
insects that soon destroy the ordinary wooden  
poles.

The secret ballot provided by the Automobile  
Club of America in its palatial New York  
clubhouse consists of a small two-drop annunciator,  
supplied with electric current by a set of  
four dry cells, and having wires extending  
around a large table to a button-block at each  
of the chairs at the table. When the board of  
governors is to vote on an application for  
membership, the face of the annunciator is  
covered with a curtain. Each member of the  
board then presses the white or black button of  
his block, and if any black button is pressed  
the black disc is seen when the curtain is  
removed from the annunciator. It is impossible  
to tell how any voter voted or even how many  
black balls have been cast against the rejected  
applicant. The apparatus, which is the invention  
of Dr. S. S. Wheeler, a club official, can be  
quickly put in place or packed in the battery  
box.

The most effective means of breaking up sea  
waves, giving practically a smooth surface, seems  
to be a discharge of compressed air into  
the water. This new discovery is expected by  
Philip Brasher, of Brooklyn, to prove of im-  
portance in various ways. A disabled vessel  
drifting toward shore may protect itself by  
throwing out an anchor through which  
air is forced, and a lightship may be shielded  
by a surrounding circular air plug giving a  
region of calm in the center. More visionary  
is the scheme to provide harbors in mid-ocean  
by means of pipes suspended by floats so that  
both floats and compressor plant may be  
protected from wave action.

The novel idea of a German mining engineer  
is an oil-less rope band as a pump in bore-holes.  
This absorbs a large quantity of oil, or salt and  
acid solutions, and the liquid is squeezed out  
between rollers as the rope is drawn upward.  
As the only weight to be lifted is that of the  
liquid on the ascending side, the method is  
suggested as economical for draining mines as  
well as pumping oil.

## SHARE REPORT.

MESSRS. ERICH GEORG & CO. SAY in their weekly  
share report dated 38th December, 1907:—  
"Christmas holidays have interfered with what  
little business is doing, and we have very little  
to report to-day. The sterling demand rate of  
exchange on London closes at 1s. 8d. 1*l*, while  
rates on Shanghai are Tls. 7*1*/<sub>2</sub> for a Bank T/T,  
and Tls. 7*1*/<sub>2</sub> for a three days sight. Private  
Draft, Butterly in London is quoted at 2*1*/<sub>2</sub> 7*1*/<sub>2</sub> 16*1*/<sub>2</sub>,  
and Consols 2*1*/<sub>2</sub> 16*1*/<sub>2</sub>. The London Bank rate  
of discount is still 7 per cent., and the market  
rate of discount, after advancing to 6*1*/<sub>2</sub> per cent.  
is now 6 per cent."

BANK SHARES.—Hongkong and Shanghai  
Bank Shares have been done at \$720 for old  
and \$710 for new shares, at which rates a  
further small demand exists, but holders are  
looking out for a rise. The London rates are  
\$79 1*l* 0*s*, and £77 1*l* 0*s*, respectively.  
National are unchanged.

MARINE INSURANCE SHARES.—Unions after  
sales at \$810 and \$815, can be placed now at  
\$825. China Traders have buyers at \$81.  
North China, Yangtze, and Canton are un-  
changed.

FIRE INSURANCE SHARES.—Hongkong  
can be got at \$830, while a few China can be  
placed at \$83, after a sale at that figure.

SHIPPING SHARES.—Hongkong, Canton and  
Macao have been forced off at \$28; there are  
now buyers at \$28, but it is doubtful whether  
any shares are obtainable under \$20. Indo-  
China, China and Manilas, as well as Longshans,  
are unchanged. Old Star Farries have buyers  
at \$32, the new issue selling at 12. Shell  
Transports have sellers at \$24, London quoting  
sellers at 4*1*/<sub>2</sub> 6*1*/<sub>2</sub>. Waterboats can be placed at  
\$10.

REFINERIES.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

MINING SHARES.—Charbonnages have buy-  
ers at \$50. Rubis sold at \$83.95, closing steady  
at \$84. Chinese Engineering and Mining Co.'s  
shares have buyers at \$15.00.

GERMANY.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

DOCKS, WHARVES, GODAWNS, &c.

HONGKONG.—Charbonnages have buyers  
at \$100. Rubis sold at \$83.95, closing steady  
at \$84. Chinese Engineering and Mining Co.'s  
shares have buyers at \$15.00.

SHIPS.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

GENERAL.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

COAL.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

STEAMERS.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

GENERAL.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

GENERAL.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

GENERAL.—China Sips are sold at \$100,  
closing steady. Lazons are unchanged.

## SHIPPING.

## ARRIVALS.

**BOURRON**, French str., 997, Le Ball, 27th Dec.  
—Sarong 22nd Dec., General—Chinese.  
**CHOWRA**, German str., 1,065, T. Spiesen, 29th  
December—Bangkok 19th Dec., Rice—  
Butterfield & Swire.  
**FOOSHING**, British str., 290, Dec.—Canton.  
**GANGE**, French str., 6,876, J. Froment 28th  
Dec.—Antwerp 10th November, General—  
Messes in Maritimes.  
**GERMANIA**, German str., 1,713, H. Lorenzen,  
27th December—Haiphong 24th Dec., Rice  
“Co.”  
—Jebou “.”

**HAIMUN**, British str., C26, A. J. Horson,  
Dec.—Fuchow Dec. 25th, Amo, 26th, and  
Swatow 27th, General—Douglas Lapraik  
& Co.

**HANOI**, French str., 739, Merles, 27th Dec.—  
Haiphong Dec. 21st, and Hichow 26th,  
Rice and General—A. R. Marti.

**HOLSTEIN**, German str., 385, Niejahr, 29th  
Dec.—Tourane, General and Rice—Jebou  
“Co.”

**HEIMUNG**, Chinese str., 28th Dec.—Canton.

**KAIYOUN**, British str., 983, Mathias, 28th Dec.—  
Cebu and Ilao 24th Dec., General—  
Butterfield & Swire.

**KANCHOW**, British str., 28th Dec.—Canton.

**KOWLOON**, German str., 1,457, A. Enrik, 28th  
December—Haiphong 20th December—  
Hamburg, America “Co.”

**KUTSANG**, British str., 3,110, Bradley, 28th  
Dec.—McJi 24th Dec., General and Coal—  
Jardine, Matheson & Co.

**KWANTUNG**, Chinese str., 1,246, Wm. H. Lunt,  
29th December—Shanghai 25th December,  
General—Chinese.

**PHAM**, British str., 2,905, R. A. Tiltoison, 28th  
December—Singapore 21st Dec., General—  
Butterfield & Swire.

**RAJAH**, German str., 2,128, R. Petersen, 28th  
December—Bangkok 19th Dec., General—  
Butterfield & Swire.

**SHOHU**, Masu, Japanese str., 999, M.  
Nomoto, 28th Dec.—Swatow 27th Dec.,  
General—Osaka Shosen Kaisha.

**ST. LUCIA**, Danish str., 1,502, E. de G. Licht,  
28th December—Singapore 17th Dec.,  
General—Moleros & Co.

**TRIUMPH**, German str., 769, Bendixen, 28th  
December—Haiphong 26th Dec., General—  
Jebou “Co.”

**YOCHOW**, British str., 29th December—Canton.

## DEPARTURES.

28th December.  
**ALDENHAM**, British str., for Australian Ports.

**ARCADIA**, British str., for Shanghai.

**BENVOHLICH**, British str., for Nagasaki.

**BINGO MARU**, Japanese str., for Shanghai.

**CANNANVONHINE**, British str., for Shanghai.

**DELAZ**, British str., for Europe & Co.

**DIXON**, British str., for Saigon.

**FURST BISMARCK**, German str., for Manila.

**HONGWAN I**, British str., for Amoy.

**HUPEN**, British str., for Haiphong.

**J. DEDERICHSEN**, German str., for Hoibow.

**KHALIF**, British str., for Shanghai.

**LIGHTNING**, British str., for Singapore.

**NIOKE**, German cruiser, for Manila.

**ST. TTIN**, British str., for Tsin-tan.

**TATU MARU**, Japanese str., for Kobe.

**ZAFIRO**, British str., for Manila.

29th December.

**C. FEED, LAEISZ**, German str., for Shanghai.

**E. F. FERDINAND**, Austrian str., for Singapore.

**ERROLL**, French str., for Hoibow.

**HAIKUN**, British str., for Swatow.

**JOHNSH MARU**, Japanese str., for Swatow.

**MAUSANG**, British str., for Sandakan.

**NOED**, Norwegian str., for Tsurane.

**PONTO**, Norwegian str., for Saigon.

**SHIPPING REPORTS.**

The British str. *Kutai* g. reports: Fine  
weather, moderate monsoon.

The British str. *Prima* reports: Strong N. E.  
breeze and heavy sea throughout.

The British str. *Hainan* reports: Moderate  
fresh monsoon and overcast rainy weather.

The Chinese str. *Kwangtung* reports: Fine  
weather to vicinity of Tsin-tan, then misty  
rain and fresh N. N. E. wind to port.

The Ir. str. *Xiaoyang* reports: Fine  
weather with light winds to Fieda Port, then  
moderate N. E. winds and sea to N. E. head.

**VESSELS IN DOCK.**

December 28th.

**ABERDEEN DOCKS**—*Neil Mcleod*, Woolwich,  
Engineer, *Hinang*, Ch. Hardouin, *Fausang*,  
*Phranang*, *Kueichow*,  
INTERPORTANT DOCKS.

**VESSELS ON THE BERTH**



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR

**FIUME** and **PIESTE** (DIRECT,  
Calling at **SINGAPORE**, **PENANG**,  
**ADEN**, **SUEZ** and **PORT SAID**).

Taking Cargos at through rates to the **BEAIZAS**,  
**PERSIAN GULF**, **RED SEA**, **BLACK SEA**,  
**LEVANT**, **VENICE** and **ADRIATIC PORTS**.

**THE Company's Steamship**

**"E. F. FERDINAND."**

Capt. C. Matcovitch, will be despatched as  
above TO-DAY, the 30th inst., A.M.

This steamer has capital accommodation for  
passengers, electric light and carries a doctor  
and stewardess.

For information as to Passage and Freight  
apply to

**SANDER, WIELER & CO.**

Agents,  
Prince's Buildings.

Hongkong, 28th December, 1907.

**DOUGLAS SHIPMENT COMPANY,**  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

**THE Company's Steamship**

**"HAICHING."**

Capt. A. E. Hodging, will be despatched for the  
above Ports TO-MORROW, the 31st inst., at  
10 A.M.

For Freight or Passage, apply to

**DOUGLAS, LAPRAIK & CO.**

General Managers.

Hongkong, 27th December, 1907. 2030

**"GLEN" LINE OF STEAMSHIPS.**

FOR LONDON AND ANTWERP  
VIA SUEZ CANAL.

**THE Steamship**

**"GLENAVON."**

Captain Wolfenden, will be despatched as  
above on THURSDAY, the 9th January, 1908.

For Freight apply to

**MCGREGOR BROS. & GOW.**

Hongkong, 18th December, 1907. 2000

VESSELS ADVERTISED AS LOADING					
To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.					
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.		

DESTINATION	VESSEL'S NAME	FLAG & B&G	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.		H. S. Bradshaw	P. & O. S. N. Co.	About 1st January.
LONDON & ANTWERP VIA SUEZ CANAL	GLENNAVON	Brit. str.		Wolfenden	MCGREGOR BROS. & GOW	On 7th January.
MARSEILLES, &c., via PORTS OF CALL	ARMAND BEHRIC	Ger. str.		Gulonnet	MESSAGERIES MARITIMES	On 7th Jan., at 1 P.M.
MARSEILLE, PLYMOUTH, HAVRE & HAMBURG, &c.	HABSBURG	Ger. str.		Filler	HAMBURG-AMERIKA LINIE	On 30th January.
MARSEILLE, HAYRE & HAMBURG, &c.	SCANDIA	Ger. str.		v. Döhren	HAMBURG-AMERIKA LINIE	On 9th January.
MARSEILLE, HAYRE & COPENHAGEN	SIAM	Swed. str.		Wagner	HAMBURG-AMERIKA LINIE	Middle of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FEED, LAEISZ	Ger. str.		Dehnat	HAMBURG-AMERIKA LINIE	On 4th February.
RAVRE & HAMBURG VIA STRAITS, &c.	ABAGONIA	Ger. str.		Vahsel	HAMBURG-AMERIKA LINIE	On 10th January.
RAVRE & HAMBURG VIA STRAITS, &c.	VALANDIA	Ger. str.		Malchow	HAMBURG-AMERIKA LINIE	On 19th January.
RAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.		Habel	HAMBURG-AMERIKA LINIE	On 16th January.
RAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.		J. Randmann	HAMBURG-AMERIKA LINIE	On 14th February.
NEW YORK	YORK	Am. str.		Matcovitch	MELCHERS & CO.	On 1st Jan., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGIA	Am. str.		Petersen	CARLOWITZ & CO.	To-day, A.M.
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Am. str.				Quick despatch.
BALTIMORE & NEW YORK	TSINGTAO, WEIHAIWEI & CHEFOO	Am. str.				About 8th January.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	TSINGTAO	Am. str.				About 17th January.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHANGHAI	Am. str.				About 25th January.
VICTORIA (B.C.) & TACOMA, JAPAN, &c.	KUMERIC	Am. str.				On 16th Jan., at 4 P.M.
CALLAO AND IQUIQUE, VIA JAPAN PORTS	KATHERINE PARK	Am. str.				On 29th Jan., at Noon.
NAPLES, ALGIERS, GIBRALTAR, &c.	MARIE	Am. str.				On 28th January.
TRISTE, &c., via SINGAPORE, &c.	TAIWAN	Am. str.				To-day, at Noon.
NEW YORK	TSIBODAS	Am. str.				On 1st Jan., at 5 P.M.
CHONGMING	TSIBODAS	Am. str.				To-morrow, at 4 P.M.
CHONGMING	TSIBODAS	Am. str.				On 9th Jan., at 4 P.M.
SHANGHAI	TSIBODAS	Am. str.				Quick despatch.
SHANGHAI	TSIBODAS	Am. str.				To-day, at 4 P.M.
SHANGHAI	TSIBODAS	Am. str.				To-morrow, at Daylight



## POST OFFICE NOTICE

## NEW YEARS HOLIDAYS

Wednesday and Thursday, the 1st and 2nd January, 1908 are to be observed as Public Holidays. The Post Offices will be open on each day from 9.00 a.m. to 9.00 a.m. only. There will be no delivery of letters and one collection as on Sundays. The Money Order Office will be entirely closed.

FOR

PER DATE

Moji, Kobe, Yokohama, Portland and Oregon			
Haihung		Monday, 30th, 9.00 A.M.	
Shanghai		Monday, 30th, 9.00 A.M.	
Karatsu, Kobe, Yokohama, Calico and Iquique		Monday, 30th, 11.00 A.M.	
Shanghai, Yokohama, Kobe and Moji		Monday, 30th, 11.00 A.M.	
Macao		Monday, 30th, 1.15 P.M.	
Tsingtao, Weihaiwei and Chefoo		Monday, 30th, 3.00 P.M.	
Shanghai		Monday, 30th, 5.00 P.M.	
Haihung		Monday, 30th, 5.00 P.M.	
Hollow and Pakhoi		Monday, 30th, 5.00 P.M.	
Sutow, Amoy, Foochow and Shanghai		Monday, 30th, 5.00 P.M.	
Sutow, Amoy and Foochow		Monday, 30th, 5.00 P.M.	
Macao		Monday, 30th, 5.00 P.M.	
Singapore, Penang and Calcutta		Monday, 30th, 5.00 P.M.	
Shanghai		Monday, 30th, 5.00 P.M.	
Manila		Monday, 30th, 5.00 P.M.	
Manila, Zamboanga, Port Darwin, Thursday Island, Port Moresby, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaid and Perth		Monday, 30th, 5.00 P.M.	
EUROPE and India via Tuticorin		Monday, 30th, 5.00 P.M.	
(Late Letters 11.00 A.M. to noon. Extra postage 10 cents.)		Monday, 30th, 5.00 P.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Monday, 30th, 5.00 P.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in the contract mail.)		Monday, 30th, 5.00 P.M.	
Singapore, Penang and Calcutta		Tuesday, 31st, 3.00 P.M.	
Manila		Tuesday, 31st, 3.00 P.M.	
Yokohama and Kobe		Tuesday, 31st, 3.00 P.M.	
Shanghai		Tuesday, 31st, 3.00 P.M.	
Manila		Tuesday, 31st, 3.00 P.M.	
Manila, Simpanghaen, Friedrich Wilhelmshafen, Herbertshofe, Matupi, Samarski, Eristano, Sydney and Melbourne		Tuesday, 31st, 3.00 P.M.	
Macao		Tuesday, 31st, 3.00 P.M.	
Shanghai, Moji, Kobe and Yokohama		Tuesday, 31st, 3.00 P.M.	
Moji, Salia Cruz and Mexico		Tuesday, 31st, 3.00 P.M.	
Scurabaya and Samarang		Tuesday, 31st, 3.00 P.M.	
Moji, Kobe, Yokohama, Portland and Oregon		Tuesday, 31st, 3.00 P.M.	
EUROPE & C., India via Tuticorin.		Tuesday, 31st, 3.00 P.M.	
(Late Letters 11.00 A.M. to noon. Extra postage 10 cents.)		Tuesday, 31st, 3.00 P.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Tuesday, 31st, 3.00 P.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in the contract mail.)		Tuesday, 31st, 3.00 P.M.	
Armand Behre		Tuesday, 31st, 3.00 P.M.	
Laisang		Tuesday, 31st, 3.00 P.M.	
Taming		Tuesday, 31st, 3.00 P.M.	
Chingtu		Tuesday, 31st, 3.00 P.M.	
Yuenlong		Tuesday, 31st, 3.00 P.M.	
Sungtung		Tuesday, 31st, 3.00 P.M.	
Minneku		Tuesday, 31st, 3.00 P.M.	
Empress of India		Tuesday, 31st, 3.00 P.M.	
Montague		Wednesday, 29th, 11.00 A.M.	

57. Mail for "CANTON," "Wuchow" and "SAMSHU" will be closed on week-day at 7.30 a.m. and at 1 p.m. until further notice.  
58. Mail for Macao is despatched per s.s. "Sui An" on week-days 7.30 a.m. on Sunday, the mail for Macao is closed at 8 a.m.  
59. Mail for Nantao, and Swatow, are closed every week-day at 8 p.m.  
60. Mail for Konmook, and Kusnuk, are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.  
No mails are despatched to these places on Saturday evenings, unless previously notified.

61. MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO INQUIRIES into alleged losses of such (Postal Guide 121).

62. Local Deliveries.—Separate boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Voraunda in Queen's Road.

REGISTRATION.—Correspondence can be registered for mails to Europe, Canada, and America up to one hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by those packets will be accepted up to a quarter of an hour before the closing time of ordinary mail. Registered mail to Shanghai, Japan, Straits, and India, Manila and Australia by other than contract packets close half an hour before the ordinary mail, and to the coastports, up to a quarter of an hour close the ordinary mail.

## XMAS NOVELIEST.

## NOW ON SHOW.

TOM SMITH'S CRACKERS,  
CADBURY'S CHOCOLATES (ASSORTED),  
PASCALL'S CONFECTIONERY OF  
DIFFERENT VARIETIES.

## FRENCH CRYSTALIZED FRUITS.

## TOYS AND DOLLS

## H. RUTTONJEE &amp; SON.

WINE AND PROVISION MERCHANTS,

No. 5, D'AGUILAR STREET, HONGKONG.

TO-DAY.

At the City Hall, 9 p.m. Pollard's Lilliputian Opera Co., "La Poupee."

At the Catholic Union's Premises, 9 p.m. Christmas Entertainment, "Love in Lotus Land."

OPIUM.

December 28th

Quotations are—  
Malwa New ... \$920 per picoul.  
Malwa Old ... \$860 "  
Malwa Older ... \$1000 "  
Malwa V. Old ... \$1040 "  
Persian fine quality ... \$750 "  
Persian extra fine ... \$830 "  
Patna New ... \$917 per cheast.  
Patna Old ... \$917 "  
Banras New ... \$885 "  
Banras Old ... "

Bengala

STEAMERS PASSED THE CANAL.

Dec. 2nd — "Prinz Sophie Rickmers," delayed through mutiny. 4th—Austria, Cleopatra, Ching Wo, Spain, 7th—Benvenuto, Glenroy, Sibong, 11th—Auckline, Banco, Berdrecht, Calcutta, Fifehire, Palawan, Suez, 12th—Krauchi Maru, Yarr, Feleonic, Prinz Ludwig, Wrayasdale, 13th—Dardanus, Vernon, 21st—Acara, Jason, Ningchow, 25th—Bengala, Pingayet, Prinz Heinrich, Telenackus, Nera, Burdwan, Inden, Molte, 26th—Prinzessin Alte, Rhenania, Slavonia, Kamakura Maru, Sanuki Maru.

## HONGKONG TIDE TABLE.

From Dec 30th to 5th Jan, 1908.

Day of Month	HIGH WATER		LOW WATER	
	Mean Time	Height	Mean Time	Height
Mon. 30	5.43	5.0	11.10	2.8
Tue. 31	5.44	5.0	11.11	2.8
Wed. 1	5.45	5.0	11.51	3.0
Thur. 2	5.46	5.0	11.52	3.0
Fri. 3	5.47	5.0	11.53	3.0
Sat. 4	5.48	5.0	11.54	3.0
Sun. 5	5.49	5.0	11.55	3.0

SUBSIDARY COINS.			
per cent.			
Chinese 20 cents pieces	\$4.65 discount.		
" 10 "	5.40 "		
Hongkong 20 "	4.25 "		
" 10 "	5.05 "		

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 28th.			
Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.	
Barometer	30.06	30.15	30.05
Temperature	62	62	62
Humidity	92	94	93
Wind Direction	E	ESE	SE
Force	3	3	2
Weather	od	od	od
Rain	—	0.26	—

Highest open air Temperature on 27th .... 65

Lowest open air Temperature on 27th .... 60

## JOINT STOCK SHARE.

Hongkong, December 28th.

COMPANY.	PAID UP.	QUOTATIONS.
Alahambra	Pa. 200	Nominal.
Banks—		
Hongkong & Shanghai	\$125	\$725, sales \$25.
National Bank of China	48	\$61.
Bell's Asbestos E. A. &c.	125. 6d.	57, buyers
China-Borneo Co., Ltd.		\$104.
China Light & Power Co.	\$10	48, sellers
Cotton Mills—		
Two	Tls. 5.	Tls. 53.
Hongkong	310	110, buyers
International	Tls. 1.	Tls. 61.
Laudau Kung Chow	Tls. 100	115, sellers
Sociedad	Tls. 600	114, 270, sellers
Dairy Farm—	\$6	\$16.75, sellers
Docks and Warehouses		
H. & K. Wharf & G.	\$6	116, buyers
H. & W. Dock	\$80	105, sellers
New Amoy Dock	\$84	110, sellers
Shanghai Dock	Tls. 100	Tls. 72.
S. & H. Wharf	Tls. 100	Tls. 204.
Fenwick & Co. Co.	\$26	\$14.
—JANUARY—		
Green Island Cement	\$10	\$114, buyers
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$10	\$10.
Hongkong Hotel Co.	\$60	\$10, buyers
Hongkong Ice Co.	\$25	\$24.
Hongkong Rope Co.	\$10	\$16.
Insurance—		
Canton	\$100	242.
China Fire	\$20	95, buyers
China Traders	\$25	91, buyers
Hongkong Fire	\$60	110, sellers
North China	\$25	118, sellers
Union	\$100	235, buyers
Yankee	\$60	\$130.
Land and Building—		
Hongkong Land & L.	\$100	105, sellers
Humphrey's Estate	\$80	\$114.
Kowloon Land & B.	\$80	87, sellers
Shanghai Land	Tls. 60	Tls. 101, sales
Westpoint Building		